THE MOTTER

ESTATE AGENCY

211 South 15th Street.

RESIDENCE PROPERTY

No.4. Fu'l let on S. 20th, two houres. near Leavenworth st. A bargain ... \$1,500 No. 5. Full lot on S, 10th, two houses, near Leavenworth st. Cheap 4,200 No. 30, Elegant 10-room house, city wa er, bath, gas, etc., on Park ave. 66x150, near 20th and Douglis. with arge fine house, the best bargan 7,230 in Omaha.

No. 52 Two full lots on Park avenue with la ge fine house and all conveniences. 5,000 room house, at a bargain ... 3,500 No. 54-Full acre, Himebaugh's add., with 6 room house, now and all in good No. 61-100x148, good 7 room house, barn, well, eistern; rents for \$30 per mo 4,500

No. 71-Half lot on Nicholas street, near 16th, 5 room house, well, cistern, etc. 6,000 No. 81-Full lot, nice 7 room house in Hanscom Piace, the nicest neighborhood in the city, east front, elegant view ... No. 83-Full lot. Lowe's 1st add, 5 room house, well, eistern and barn; easy terms; No. 91. Fallict, small house, in Improvement Association add : \$360 cash, balauce \$10 per month. A bargain 1,7:0 No. 96. 2 fu'l lot in Walnut Hill add., nice 5-room cottage; very east pay-No. 97. Nice 8-room house on Farnam street. Easy terms No. 121. 14 lot near 13th and California sts., 6-doom house, all coave tien et . 3,000 No. 141 Full lot with house in Hawthorne add. This is o y ch ap ... No. 148. J. I. Redy k's sub. full lot, 75x140 eas f out good 6-room e t' ge, modern conveniences. There s \$1,000 of a bargain in this now, and on easy

VACANT PROPERTY.

| lots in Hillside, each | \$3,0 |
|--|--------|
| 0 lot+ in Hanseom Place\$1,000 | to 3,0 |
| lots in Himebaugh Place | |
| ot in McCormack's add | |
| lots in Thornburg Piace | . 5 |
| lots in Kount te's 4th add | . 3,5 |
| lots in Le ham Piacs | . 6 |
| l lot in Keyes add | |
| l lots in Marsh's add\$2,300 | |
| lots in Reed's Er I add | |
| lets in Lowe's let add\$50 | |
| lots in Parmenter's Place 70 | |
| Blots in Bed old Place 50 |) to 7 |
| Plots in Auburn Hill | . 0 |
| lots in Spring Hill | |
| 5 lots in Kilby Place \$600 to | 1,5 |
| 10 lots in Saunders & Himebaughs, \$300 to | 5: 4 |

| 0 lots in Howe's add | 650 | |
|-------------------------------|-------|--|
| lots in Dupont Place | | |
| acres in Mayfield | 1,500 | |
| 0 lots in Lincoln Place | 500 | |
| lots in Coburn's sub-division | 1,200 | |
| lot in E.V. Smith's add | | |
| lots in Fosters | 3,300 | |
| lots in Terrace add | | |
| lots in Lake's add\$1,600 to | 2,000 | |
| iot in Creston | | |
| | | |

Business Property.

| 1000000 | |
|--|--------|
| 1 full lot on Jackson street | 12,000 |
| 33 feet on Jones street | 8,000 |
| 2 full lots on 8th street | 12,000 |
| 22 feet on Furnam | |
| 66x88 feet on Jones st. , bargain | 8,000 |
| Full lot on Leavenworth st, with iots of | |
| trackage front | 11,000 |
| 15 lot and store on St. Mary's Avenue | 4,000 |

These are only a few of the many pieces I have, and I would like to have you call and see me, and I will make you money. Remember the place and name,

W. H. MOTTER, 211 South 15th Street.

INTERESTING HISTORY of OM

Shown up in its peculiar romantle light is well worth of being familiar to everbody, and a brief outline may interest those who have not time to read through the minutive description of a historical record. Years ago, when Omaha was a mere Indian camp, and our streets echoed from the war songs of wild Indians, the chief of a starn (that located where our present high school stands had a wonderfully fair daughter called Maha. Being possessed of many a charm, this Maha was worshipped by the cruei Indians with a rare devotion, and especially, two young Indians carried this devotion so far that it ripened into a warm love. One of these young men was financially poor, but intellectually rich, while the other was the possessor of worldly riches, but mentally poorer. Maha loved dearly the first one, but her selfish father had made up his mind that she should marry the other one or die. In the silence of one mild summer night Maha and her true lover fled, accompanied by several soldiers of the old starn that were in sympathy with Maha and her choice, and called themselves Omahas or Mahas followers, hence the name Omaha. They organized themselves and camped near the shore of the Missouri where the present railroad bridge is located. Besting upon such a romantic foundation, Omaha to-day is gaining the admiration of the whole Union. Her progress has been astonishingly rapid and solid, and her citizens are noted for their refinement. Therefore we invite eastern people that love and liberality towards every improvement. Therefore we invite eastern people that love plenty of fresh air to come out and build their homes in the Gate City. Read over the bargain list this week offered in real estate by one of Omaha's successful business men and convince

yourself. IMPROVED PROPERTY.

eash, balance to suit.

4 lots 66x194, Isanes & Sell's addition, with 7-room house, barn, etc., (barn alone cost \$1,600) 300 barrels cistern, 100 barrels filter, good well, fruit trees; cheap at \$8,000; \$2,000 cash, balance on easy terms.

Lot 45x188, cast front, south 16th st.,
8-room brick house, cemented basement
with wooden floor, barn for four horses, well, eistern and out-houses, \$5,000, one-third cash, bal. to suit purchaser. Lot 66x115, on upper Capitol avenue, 2

houses with 7 rooms eacn. \$6,000. Rents for \$50 per month. \$3,000down, bal.3 yrs. Rents Corner lot 66x115, on 26th and Capitol ave., with 6-room house in first-class condition, \$4,250; \$2,500 cash, bal. easy. Lot 66x122 Davenport st. with

6-room and one 5-room house, \$6,000, half cash. Lot 50x132, Improvement Association, with a ? room house, large barn, etc., \$1,8.0; \$470 cash balance \$10 per month. Lot in Shinn's 3d add., \$3,000; term easy. Lot 50x48 Kountze & Ruth's add., \$1,000; \$100-

\$500 cash, balance \$16 per month, Lots 50x200, Wainut Hill, east front, corner, 7 room house, barn, well, eistern, cemented cel-lar, all fenced; \$5,000 cach; \$1,200 cash, ba anco IMPROVED PROPERTY.

North 1 of lot 4, block 12, E. V. Smith's Lot 66x132, east front, N. 19th st., with 11-room house, one 6 and one 3-room \$200 to \$500 per acre.

add, with an elegant 7 room house, well, cistern, buggy shed, wagon shed, barn, choice fruit trees, etc., \$3,259; \$1,000 | Full lot 66x132, on California st., with improvements, \$6,600, one-third

cash, balance 3 years. UNIMPROVED PROPERTY. UNIMPROVED PROPERTY.

Lot 65x124, in Isage & S. Hey's addition \$1 \$ 0.870) cash, balance in 3 cass.

Los in W. A. He leks addition, \$50) cash; \$2.0 down, balance tand 3 years a space t.

Lot 10x1774, in Poscet Place, \$750; ½ cash, balance land 3 years a space t.

Lot 5x1875 is lance to seld and addition, \$1,10; \$4 seash, balance to s. it.

Lot in West Sd's addition within 1% blocks from the cain ag factor, so d. or 3) day+only from the cain ng factor/, so d or 3) day+only it \$40: \$10 do on, bala ce \$50 every ½ year at

Lot in Ha is o a Place, \$1,000; % cash, balance Lot 50x150, Hanseom Place, east front on Virginia ave., \$1,500, half down, bal-

Lots 40x140, in Clifton Place, \$1,200. Lots in W. A. Redick's add., \$750; \$200 Lots in Dupont Place, \$650, \$150 down balance \$10 per month. Here is a good opportunity to secure a home for almost

Lots in Hanscom Place, \$1,750, \$1,000 cash, batance 2 years. Corner lot 66x132, Chicago st., one

and well, \$15,000.

Lots in Sunny Side add., from \$1,100 to \$1,300, and also lots in Parker's add, from \$850 to \$900. I have also the finest lots in the following additions:

stable and granary, cistern

Saunders & Himebaugh's, Walnut Hill, West Cuming, Donnecken's Addition, King's Addition, Kilby Place. Orehard Hill, Lowe's First Addition, Bedford Place, Plain View.

Kirkwood.

Carthage. nd the new second addition to Bedford Place, where a home can be secured at extremely cheap figures.

Will have a new, beautiful addition laid out next week, Come early and secure bargains.

Beautiful acre property in the lovely Lovgren Park at \$400 per acre. Acre property in different directions within 3 and 31 miles from the postoffice.

It will pay you to invest your money with us as we do not indulge in speculating schemes, but carry on a strict commission business. We invite you to call on us, and assure you a careful attention and honest treatment.

J. A. LOVGREN, Real Estate and Loan Broker 1504 Farnam st. up-stairs. Telephone, 753,

MORSE & BRUNNER, REALESTATEBROKERS

Rooms 12 and 13, Paxton Bilding, Cor. 15th and Farnam.

Largest list of property of all characters, City and Suburban, Farms and Lands for sale throughout the state: Telephone 779.

BUSINESS PROPERTY-

No. 123-A fine lot 66x132 on Jackson-st., near 13th, very cheap at \$11,000. 172-132 feet square on railroad track. A fine location; a bargain at \$15,000. No. 110-A tine improved brick block, ousiness property, on Harney st,

No 655-A splendid corner on Saunders st., 120 ft froat, a bargain at \$4.000.

No. 501-2 splendid full lots on Jones st., fine warehouse or lobbing property, one a corner, both for \$25.00.

No. 5949-A full lot on 11th st., corner of alloy, a bargain at \$10.000. No. 158-A splendid business property on

\$2,500 worth of improvements, all for No. 543-A full corner lot on Howard st partly improved with 4-story brick block; rented for \$8,300 per year, which can be increased with a small

Saunders st, 126 feet frontage,

which can be increased with a small outlay to \$4,800. Only for a few days at \$40,000.

No. 477—130x190 on Leavenworthest., close to Belt line, a good prospective business property, very cheap, \$3,000.

No. 479—2 splendid lots, corner 20th and Lake st., good prospective business property. For the two, cheap at \$3,500.

No. 11 One of the finest corners on Harneyst.

No 541 One of the finest corners on Harneyst., such as are hard to get, \$25,000
No loc. One of the choicest corners on lith st., near Millard hotel, \$4,500
No loc. A spicodial corner 444122

near Millard hotel, \$4,500

No 108. A splendid corner Hx133 on Harney st. and a largain at \$30,000

No 656. A fine corner 125x130 on Saunders st, south of the bridge, cheap at \$4,501

No 3.2 One of the best corners on Saunders st., 120x120 Sand E front, a bargain at \$5,000

No 650. A splendid corner, 80 iset front on Couning st., with 2 stores, a bargain at \$10,000

No 620. An elegant corner lot with small build-on bodge at, cheap at \$10,000

No 630. A choice business lot 65x130, house 7 rooms, almost surrounded by stores, on Saunders st, for a few days only at the low price of \$5,31 of \$4.24. No est - A choice corner lot and house on Saua derset., cheap at \$3,100.

IMPROVED RESIDENCE PROPERTY-No 173-room houseand barn, lot 88x140, on19th st., \$3,000. No. 171-Good house and lot on Harney

St., \$5,000. No. 545. A splendid property renting for \$2,800 per year; a bargain at

No. 297—Elegant house, large lot, 10 room house, modern improvements, two blocks from court house, \$10,500.

No. 168—A splendid 2-story house, 9-rooms, lot 66x140, 1 block from car line. A bargain at \$4,000.

No. 149—9-room house, barn and half lot, near High School, \$5,000.

No. 555—Lot 38x132 on California st, near

21st, 8 room house, south front, very desirable and cheap at \$5,000. No. 469 House of 9 rooms, lot 33x132, south front, on Webster, near 20th st,

No. 536-A corner lot, 152x60, near High School, 2 houses on and room for 5 more; when all improved, will pay 20 per cent on investment, \$13,000. 494-A fine south front full lot with house 8-rooms, shade and fruit trees, close to a street car line. Terms easy and remarkably cheap at \$2,590. No. 165—11-room house, modern improve

ments, good barn, corner lot, block from street car \$7,500. No let. A choice corner with 2 houses, sand 5 rooms, 3 blocks from car line, a bargain at \$5.20

No 113. A fine east front lot for 14), in Lanc's ad., with nine house, cheap at \$3,000
No 117. An elegant 9 room house, east front on Georgia ave, \$4,030
No 231. East front on Georgia ave., full lot, new house a rooms, medern improvements, \$4,001
No 231. A choice south front lot 50x135, house in nice order, \$7,000 south front lot 50x135, house in nice order, \$7,000 south front lot \$3x149, house 5 rooms. \$1,730.
No 137. Elegant improved residence property on St. Marys ave, 78x163, \$10,000
No 608. A full lot cast front. 8 blocks south of No 117. Elegant Improved residence property on St. Marys ave. 78x163, \$10,000 No 508. A full lot coast front, 8 blocks south of StMarys avo. 2 houses renting for \$35, a bar-gain at \$1,000

No. 802. 3 lots one a corner, east front, on South 18th st., 5 room house and other improvements. Easy terms and a great bargain at \$4,000 No. 803. A nice cottage 6 rooms, lot 3ixli3; east front, ½ mile west of P. O. cheap at \$2,600 No. 840. A splendid full lot and 10 room house, on Burt st., near 30th, price very low at \$5,500 No. 803. The elegant full lots on Park ave, east front and a bargain at \$4,000 No. 805. The elegant full lots on Park ave, east front and a bargain at \$4,000 No. 851. A choice for on Virginia ave, \$1,200 No. 852. A choice for on Virginia ave, \$1,200 No. 853. A choice for on Virginia ave, \$1,200 No. 854. A choice for on Virginia ave, \$1,200 No. 855. A choice for on Virginia ave, \$1,200 No. 856. A choice for on Virginia ave, great bargain at \$4,000 No. 856. A choice for on Virginia ave, \$1,200 No. 856. A choice lot on Park ave, great bargain at \$4,000 No. 856. A choice for on Virginia ave, \$1,200 No. 856. A fine lot in Lake's add, \$1,700 No. 856. A fine lot in

beautiful, on projected street car line from \$450 to \$800.

No. 301-10 lots in Thornburg Place. from \$350 to \$550 each. No. 139-Lot on Virginia ave., \$1,250 No. 489-Lot block 5, Hanseom Place,

\$1,500. No. 584-2 elevated beautiful lots on Virginia ave., a bargain for all, \$2,200.

No. 448—Lot, Shinn's add., \$659. No. 496—A splendid elevated lot fronting Hanscom Park, price low at \$1,899. No. 516. Four of the choicest residence corners in the city, each 133x124. Such pieces are getting scarce. and terms inquire at our office. No. 120-A nice lot on Park ave, and north of the park, and very cheap at

156-2 east front lots north of Hanseom Park and west of Park ave. A bargain. Each \$1,600.

No. 220—A choice south front lot in Denise's addition. \$1000. 501--- 3 choice lots in Marsh's Place

No 581. A few choice lots left in Hillside No 1 and 2, and \$366; some 2 blocks from street car on Cuming st; Cuming st. is going to be paved this summer 3 blocks beyond these lots, a bargain.

No 63: Two clogant lots, one a corner, east front, in Shinn's 24 add, 2 blocks from ear line easy terms for the two, \$2,500.

Leavenworth, one a corner, for the 84,700 No 3 st. A choice south front lot in Redick's sub-No 58.8. A choice south front lot in Redick's sub-division, \$2,259
No 579. A choice south front lot, 4 blocks west of Park ave, and north of the park, \$1,259
No 24.3 splendid lots 2 blocks west of Park ave, and north of Hauscom Place, one a cor-ner, a great bargain at \$4,399
No Lots in Oxford Place from \$300 to \$499
No 491. 3 beautiful south and east front lots in Marsh's add, near Leavenworth st, cheap, \$2,350 and \$2,560 each.
No Lots in Hawtheon add from \$500 to \$900 No 556—Some elegant lots on Lowe ave. 2 blocks south of Dr. Mercer's manxion; fine view, elegant place for a fine home, wice from \$1,050 to \$1,250.

ACRE PROPERTY-

No. 462-10 acres near Tuttle's subdivision, \$3,500. No. 315—Acre lot in Park Place with 6 room house, \$3,500.

No. 417-A choose acre lot in Tuttles subdivision for \$2,500. No 625. 15 acres 4 miles from the P. O, will di vide into 5 acre lots, a bargain at \$250 per acre 37 acres stone quarry and timber, 3 les from Omah, new railroad. A great has in. \$1,000. No 58s. 2 of the choses sures in West Omaha making 8 lots, for a few days only at the low price of 85 20

BUSINESS RIVALRY BANISHED

King Consolidation Usurps the Throne of Competition in Railroad Affairs.

THE PROBLEM OF REGULATION.

Centralized Wealth and Power Superior to the Government-The Remedy and How to Apply It.

[CONCLUDED FROM LAST SATURDAY.] John C. Weich in the Popular Science Monthly for July,

Consolidation, consolidation, consolidation, is the trend in the development of transportation. This is so, m spite of the competitive principle on which our nation has sought to stand. This nation has sought to look to no rulers of great and long-continued importance. It has stood on the ground of reinstating its rulers with power at short intervals; this emphasizes the idea that the sovereign power rests with the people. Next to this, the dominating idea on which we have rested has been that competition among our citizens would control our affairs. The theory of no-governmentin that part of it which does not delegate large power to individuals-and the let-alone theory have gone hand in hand in our public policy. But, curiously or otherwise, the compact of thought of the fathers with its traditional acceptance by intervening generations does not hold pure in deed at this time. There was aggressive statesmanship in founding the republic; the statesmanship since that day has not been aggressive. The most distinguished names in civil affairs since that day have been Jackson and Lincoln, whose aggressiveness has been that of repelling innovations or evils; Lincoln broke the back of the slave power and of the rebellion by his emancipation procla-mation, and attained the highest point of inspiration and daring ever yet reached by an American statesman; but it was the heroic stroke of defense, not of aggression. No statesmanship arose, during the forty years that it was practically an issue, that was able and aggressive enough to keep back the war for slavery and secession, although it was proved immediately after the war was over that it was a war for an abstraction-an abstraction of selfishness, ignorance and prejudice that was dissipated in the light of a new day, and an abstraction that might have been dissipated a generation earlier, without the bellows of war, with

a different order of statesmanship. While we may be proud of our founders, we need not be proud of all the states manship that has preceded us, nor accept the belief that a final orthodoxy has been reached in this country for the govern-

ment of a great nation.

It is certainly not the highest order of ociety that it should be automatic; it is so in China. Accepting this to be the fact, we need not fight off innovations as though in them were the seeds of de-

What is it that now confronts us in the status of the transportation companies, the monopolies par excellence of this

The chief proprietors have life-leases of power, to be bequeathed to whom they will, while civil officers and legislators have to go frequently back to the people to be reinstated or deposed. They have wealth beyond the dreams

of avarice. They build up a subsidiary class around them, who establish colossal fortunes by special rates, rebates and drawbacks, and are exempt from the American principle of competition. Of this class the Stand-

ard Oil company is the great type.

They possess great power over the incomes and savings of the people by controlling avenues of investment, and can and do greatly use this power to absorb

They have the power to tax commerce arbitrarily, and so tax it all they think it will bear, barred only by one strong influence, their internal jealousies. They check personal ambition, inde-

pendence and enterprise, as success in very important fields of activity can only be obtained through them. The rapidity and ease with which their

fortunes have been acquired, the magni-tude of their fortunes, their freedom from personal relations, and consequent freedom from sense of obligation to those from whom they derive their incomes, make them a class favored above any other that has over existed.

And yet the spirit of much of our society is that there is no opposing power to draw upon; it is a case of laissez faire; the evil, if it be an evil, and in so far as it is an evil, will work itself out in time. A representative of the class has drawn

a parallel between himself and his class and the highest representatives of the political power of the people. The New York Sun, of December 14, 1885, gives an account of an interview between its reporter and Mr. Chauncey M. Depew concerning the late Mr. Vanderbit. The Sun's interviews, as is well known, are approved before publication by the person interviewed. Said Mr. Depew: "He had a poor opinion of politicians of all kinds. He said to me: What is there in politics to be desired? There is no money in it, and by going into it a man breaks up his business and is generally unable to resume it afterward. It lays him open to endless abuse and gives him no end of . There is very little honor in it. Politicians never impressed me at all, I had three United States senators in my office the other day, and I paid no more attention to them than if they were so many clerks. It they had been great shippers, great railroad men, or great ousiness men of any kind, I should have been interested in them, but as it was, I did not understand them. They do not impress me at all. Whenever I go to Washington they want to sell me a patent, or ask for a place on some of my roads, saying that they want to get out of polities.

Does not this reflect correctly the opinion of railroad magnates themselves. and in great degree popular opinion, that these magnates are greater than the highest representatives of the people— that there is no law to which, from the planacles of their greatness, they are

I have claimed consolidation as the special and remarkable feature of transportation, whether it be of railroads in any of their forms, telegraph lines, gas lines, and still other forms of transp tion developed and developing. These consolidations are national and municipal in their character, tending to the bringing of any one system, however exten sive it may be, under a single manage ment. Instances are almost too trite to be worthy of mention. In the greatest examples we have the Western Union Telegraph company, the Puntington, the Garrett, the Gould, the Vanderbilt and other railroad systems; in municipal affairs, the consolidation of the elevated railroads of New York; in less degree, the consolidation of the ordinary street lines, and the consolidation of the gas interests. How far do we have to look into futurity to see, judging by the past, the management of the railroads of the United States emanating from a single

In this service of transportation the individuals who are served cohere, they become the public; the transportation company, acting in its proper sphere, is the "servant" of the public, as the presi-dent and all executive officers are servants of the public and of the people. If transportation companies favor one it does not end there, it injures somebody else; the favor received is an injury to the

business competitor of the favored one This is positive evidence, as the condem-nations of public and private property for their use is negative evidence, that

they exercise public functions.
If it was not profitable for individuals to establish the most approved means of transportation, it would be the duty of the state to establish them. On this theory the United states government grants lands and its credit for the construction of the Pacific railroads, individual states have built canals, and cities

onstruct water-works and sewers. All this, in connection with the character of the power of railroad and other transportation managers, means that they not in the exercise of public power and in the execution of public functions, the same as kings rioted in their power before it was satisfactorily demonstrated that their only or most legitimate use was to exercise for the interest of the public

The United States, standing on the ground of laissez faire more than any other civilized nation, has been the slowest in asserting itself in regard to the public functions of railroad companies, and, while we cannot weigh accurately the value to us as a nation of overconstruction and over-competition in railroads, presuming that there has been a value in them, we have had violence done to the spirit of our institutions; we have had the conditions of life, actual or relative, made harder to the average man; we have had suspicions east upon the dictum of Lincoln, that this is a government of the people, by the people, and for the people; and we have seen the transportation corporations usurp or control the wealth, the honors, the government (of their own specific and of a general kind) of the United States in a way that is abhorrent to the general sense of justice of civilized, or at least English-speaking, people. We have arrived at that position where we cannot claim much advantage, except our virgin soil and what comes from our extent and isolation, over the governments of Europe that emerged into civilization from the dark ages, whose people have been afflicted with the theory of the divine right of kings, and who are, in one country or another, now loaded with primogeniture, entail, aristocratic orders in society, church government imposed upon state government, and a system so prejudicial to personal advantage that years of youth are condemned to participation in or preparation for war. The special kind of humanity that, it has been claimed, grew and would continue to grow on American soil, seems to have many departures from the boasted type and we assimilate more and more to the older governments, or-if we go on as we are going shall we not be forced to admit it?-to the more steadfast types of civilization.

Already the torvism of Great Britain is looking with admiring gaze to the de-mocracy of the United States, rapidly establishing, as it is, a privileged and a favored class, and such leaders as Chamberlain and Moriey, on the crest of a forward movement, men of office and a great following, forge ahead on the line of equality and freedom such as the latter of the nineteenth century has brought forward, and give small heed to the teachings and institutions of the Inited States Back of all these facts and postulates

is the question, How far is transportation legitimately a subject of government, a branch of government—this as distin guished from being a matter merely of commercial enterprise? We see easily transportation runs to one head, to one leadership. Competition does not keep this back; we have thoroughly tried the competitive principle, with all the predilections of our people and our government in its favor, and it has failed; competition has been eliminated; nolens volens, the single leadership is arriving or has arrived. The question then is, is that leadership to be held by a single individual intent on seeking his own for-tunes, building up bulwarks of private fortunes around him, breaking down resentment to his bizarre position by travesties of courts, by legislators who smile and smile, and see their way to vote for him, by douceurs to the placable, by dollars at elections, by free rides, by tele-graph franks, by proprietary and subsidized newspapers, by retainers to high-roller lawyers, by political economy manufactured expressly for his benefit by pillars of society droning of the dan-gerous tendency of the times, by laissez faire, by audacious self-assertion and robbery, by chameleon polities, by lofty public spirit, by smiles, lies and en-treaties, by the advertising generous hand, by the adulations of intelligence and virtue which millions of dollars so easily command, and-when all else failby sordid and brute force pressed home on the weak or galled spot of the body politic or the private interest? the commercial side of transportation as presented in the United States in the year of grace 1886. Would it not be well to see what there is in governmental trans-portation, to pay some attention to the experience of contemned menarchical governments, to cry a halt on the liberty that permits one or a few to absorb the substance of the state; to organize this, or commence it at least, by some of the simple forms of regulation that demand publicity, that ferret out discriminations that mean commercial theft and punish them, that stop vibrations between low and high rates in accordance with the whims of disturbed gall or exultant avariee of transportation rulers, that stop the prior knowledge of a favored few of what is to be, and so deprive them of enormous advantages in trade and transportation?

This is the way, or the most important step, in the limitation of wealth in the United States. Place no embargo on enterprise by a dead-line on which is writ-ten, "Thus far shalt thou go and no farther." Let the incentive of ambition, of avarice, if you will, be keen to the last, but hedge the opportunities so that no one man's opportunity greatly ex-ceeds that of others; put the strain, not on getting a living, a competence, but on getting enormous multiples of these. Even then extraordinary fortunes may come, but they will come as the result of circumstances that could not be guarded against, and as the result of commanding and extraordinary talent that never comes in rafts (which would be implied if the present great fortunes were taken as a criterion of ability), and these sporadic fortunes will not be a threat to and a cor rupter of society; they will not build up a separate class; they will be seen as only one of the unusul things in social devel

A government relation to and regula-tion of railroads is classed with a larger general regulation of society by government than we have heretofore had, and which is in course of development in Germany under the leadership of Bis marek, which is constantly attaining greater ground in England in the popu-lar mind under the leadership of Chambermin and others, which is not strenuously objected to by Gladstone, and whiel bids fair, when that at present disturbed country gets rest from the exciting Irisl question and has time to recover itself from the excitement of its recent foreign complications, to express itself in lawbearing on the internal pointy of the country. The United States has not country. The United States has not greatly entered the lists in this respect. It has not enlarged upon the principles of government incorporated by it in the istitution; it has been almost the last to yield the principle of slavery, and now stands by, seeing Germany, at least, try ing experiments in governmens which has not ventured upon. It must be ranked at present among the conservative gov-eraments of the world. The national ernments of the world. The national trepidation of "reforms" is greatest in Great Britain, where there is not the absolutism to hold them in check that there is in Germany. Suppose we want to stand on the

ground of incorporating no new principle in our government, where does that leave the railroad problem? We see the consolidations that have taken and are taking place. Those consolidations mean centralization, and centralization has been the bete noir of the United States. The question is, shall that centralisation remain in private hands, with the various lils and violence to our institutions that we are positive of, or shall it come under subjection to or be shared by the agents

and representatives of the people.

Certain things are natural in their regulation and government. The first of them is the war power, which is the starting point of civilization. Next is the preservation of order from disturbances. by internal outbreaks and violence, which is the function of the police. There is the preservation of custom and the growth of equity, which is the function of the law, the courts, the legislature; and there is the execution of the law, which is the function of the ruler and his assistants. A superior civilization aids commerce by the establishment of light-houses, by improvements of rivers and harbors, constructs canals, looks after the public health in the establishment of quarantine, prevents the spread of infec-tious disease, provides cities with water and sewers, seeks to insure education among its citizens, regulates and con-trols the medium of exchange. The gov-ernments of civilization have been progressive in these regards. This country now confronts the problem of too great power in the hands of the wielders of transportation-they thwart the first principles of our government, and the ron of their oppression has entered into the soul of our people.

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And take Chamberlain's Colic, Cholera and Diarrhea Remedy. It cures pain in the stomach almost instantly. Get a 25 cent bottle, take nothing else. You will need nothing else to cure the worst case of Diarræa, Cholera Morbus or bowel complaint. This medicine is made for bowel complaint only and has been in constant use in the west for nearly fit. constant use in the west for nearly fit teen years. Its success has been unbounded and its name become a house hold word in thousands of homes. Try it

A LONG-DISTANCE TELEPHONE The Peculiar Scheme by Which It Reached the Pockets of Wall Street Men.

Special New York Correspondence of the Globe-Democrat: The investigating committee of the stock exchange has had under its secret process of examination about the most curious and funny case of stock manipulation ever known. Men who deemed themselves too shrowd to be fooled were ludierously taken in by a terephone that pretended to run to Chicago, but really had its other end in the cellar of the same building where it began. That was all there was of a long-distance telephone scheme so enthusiastically advocated by W D. Miles. When this young man came to New York he entered the produce exchange and drove a thriv-ing business as a floor trader. As he had formerly been employed by H. A. Armour, the Chicago speculator, it was generally believed that he represented that house in the exchange. He did actually execute some order for Armour, and so it came about that the other brokers on the floor watched his actions closely. When he bought they followed. So he made money fast, for if he bought in a given line of stocks it created such an immediate demand that the price always rose several points, whereupon Miles sold at a handsome profit. When Miles sold at a handsome profit. When the boys at last saw that he was speculating for himself, and not acting on instructions for Armour, they changed their tactics, and when he bought they sold. Miles, of course, lost a good deal of money before he in his turn discovered that he had exhausted the possibilities of his scheme. He has hair and beard of a very roseate hue, and he had not been in the produce exchange many not been in the produce exchange many days before he was nicknamed "No 3 Red," after a variety of grain, and by that sobriquet he is universally known to-day. He has a pleasant address and

won many friends. A LONG-DISTANCE TELEPHONE Not long ago he began to take up longdistance telephoning. It was generally understood that he possessed himself of rights in a great improvement that would render communication between such points as New York and Chicago a simple matter. After awhile he announced that he had gone to the expense of getting temporary connection with the City of the Lake, and had placed a telephone in his office. He was so brilliant a fellow and, withal, so attractive personally, that he found little difficulty in interesting his friends in the enterprise. It was the same old scheme, to start off with a capital stock of \$200,000, of which 10 per cent should be subscribed to pay for aver-tising, construction expenses, perhaps, and other outlays. But he did not want anybody to put money into it before it had been tried, and gentlemen interested might investigate the contrivance at will in his office. He was now a member of the stock exchange, and several operators went down to his Broad street office and tried the telephone. It worked to a charm. The Chicago man's voice could be heard with perfect distinctness. They inquired about stocks, quotations in grain, the weather, and all questions were answered promptly and clearly. They compared the advices received with the ticker, and found them correct in every particular. It was a big thing. The boom started and it grew.

"No. 2 Red." 'There's no hurry about this," said this week. Call me up when I get there and let me talk to you." On the day appointed his friends applied their lips to the transmitter in Broad street, and in response to their "How-de-do!" came the well known voice of "No. 2 Red" with his "Same to you, thank ye!" It was wonderful. One would have thought the anburn-haired operator was no further away than Wail street, or Hoboken at the most. Stock was freely subscribed, and the 10 per cent paid in, it is asserted, to the tune of \$18,000. Some of this was certainly spent in advertising, but mighty little in construction.

But one day, as the business did not seem to develop very fast, one skeptic, hard-hearted and unkind, made an original investigation, and discovered the Chicago end of the wire in "No 2 Red's" cellar. There a silent, or rather an unknown, partner in the enterprise sat being with New York. "No. 2 Rod's" visits to Chicago were explained, and the only query is, did he live in his cellar all the time? The investors were much a rail the time? The investors were much ashamed of themselves. They were inclined to keep it quiet and let the ingenious speculater off on the repayment of 69 per cent of the money paid in, but it has leaked out, and Wall street has faller a laughing. Then those who were bitten moved with more energy, and Mr. Miles had to offer his seat in the exchange for sale under threat of trial before the managing committee, a proceeding that would undoubt-edry have resulted in his expulsion. The sale took place yesterday, and Miles is miles away.

Kirk's German Pile Ointment. Sure cure for band, bleeding, and itching Piles. One box has cured the worst cases of ten years standing. No one need suffer ten minutes after using this wonderful Kirk's German Pile Obstance. It abserbs tamors, allays the itching at once, acts as a positive, gives instand relief. Kirk's German Pile Obstance is prepared only for Phies and itching of the private parts, and nothing clise. Every box is warranted by our agents. Sold by draggists; sent by mail on receipt of price, 5de per box.

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